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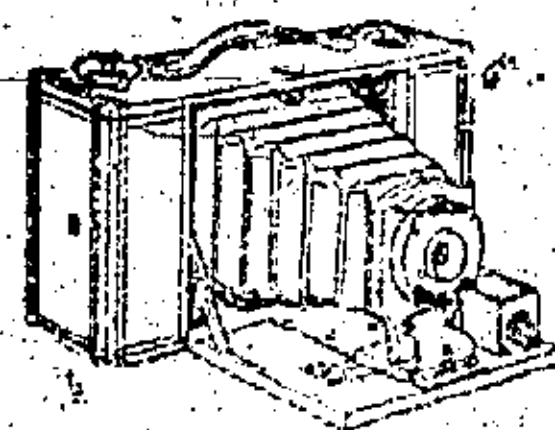
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## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Hon. Mr. W. Clitham, C.M.G. (Vice-President) Hon. Mr. A. W. Brewin, C.M.G. (Registrar-General), Colonel Bedford, P.M.O., Dr. G. H. L. Fitzwilliams, Mr. Lau Chu Pak, Dr. F. Clark (Medical Officer of Health), Dr. J. W. Hartley (Assistant Medical Officer of Health), and Mr. W. Bowsh Boydlands (Secretary).

## KOWLOON STABLES.

Correspondence was submitted relative to the plans for proposed stables adjoining the Kowloon Disinfectant Station.

Hon. Mr. H. E. Pollock.—What effect will this have on the dogs' home?

The President said he was afraid it would have a somewhat disastrous effect. As a matter of fact, portion of the stables, as laid out at present, cut into the dogs' home, so it would be necessary to rebuild portion of the kennels. The Public Works Department plans practically embodied the recommendations of the Colonial Veterinary Surgeon and the speaker, and members would see that they provided a back suitable for 28 head of cattle, instead of 26 as at present, and left room for further extension.

Colonel Bedford.—How is it proposed to carry off the drainage?

The President said the sewer from the mortuary would be carried up to the new building.

Dr. Fitzwilliams.—There is room to extend the dogs' home?

The President.—Yes. As a matter of fact, it is at present on part of what will be a main road. The lease is purely temporary, and the buildings are of a temporary nature.

Colonel Bedford proposed that the plans be approved subject to the provision of ventilation, independent of windows and doors, in the coolie quarters.

Dr. Fitzwilliams seconded, and the motion was agreed to.

## THE UNIVERSITY.

Correspondence was submitted relative to the erection of conveniences at the University in Bonhom Road and Pokfulam Road.

Hon. Mr. H. E. Pollock, in a minute, asked what was the final answer of the Government.

The President said the answer was, Approved by the Executive Council.

The paper was laid on the table.

## LEGAL PROCEEDINGS.

The list of legal proceedings taken by the Department against persons for breaches of the Public Health and Buildings Ordinances, for the month of July, was laid on the table.

The President pointed out that the large increase in the number of cases was due to skinned milk prosecutions under the new Ordinance, and there were numerous prosecutions for the re-erection of illegal cubicles.

## SELECT COMMITTEES.

The President said it would be necessary, owing to the resignation of Mr. Hooper, to make provision for filling his place on the select committees of which he was a member. Mr. Hooper was on three committees, namely, the cemeteries committee, the common lodging-house committee, and the committee dealing with rinderpest and foot and mouth disease. He moved that the select committee, as they stood, be reappointed with the substitution of Dr. Fitzwilliams' name for that of Mr. Hooper.

The Registrar-General seconded, and the motion was carried.

## SANITARY CONVENIENCES.

A minute was submitted by the President relative to sanitary conveniences in the City of Victoria and Kowloon.

The President stated that in connection with the recommendations for inclusion in the public works extraordinary vote next year there were two matters which would have to be dealt with separately, as they were rather late in being brought forward. One was the question of nullahs, which was to be gone into and investigated by a select committee. The other was the question of further sanitary conveniences to be provided during the year 1911. He had written a rather lengthy minute on the subject which gave all details since 1909 of the work which had been done, and mentioned other proposals which had emanated from various sources. He proposed that provision be made in the estimates for certain suggested conveniences.

Members agreed.

## OUR WATER SUPPLIES.

The Government Bacteriologist and Analyst reported that they had examined samples of water taken from the Pokfulam, Tytan and Kowloon services, and found the filtered water in each case fit for potable purposes.

## MORTALITY STATISTICS.

The mortality return for the week ending July 29th showed that the death rate of the whole Colony was 36.3 as against 25.5 for the corresponding week of last year.

## RAT RETURN.

The rat return for the week ending August 15th showed that a total of 1,825 rats were caught, 17 of which were plague infected. The total caught in Hongkong was 1,497, and in Kowloon 328.

## LARGE CLOTH SALES FOR CHINA.

The Manchester correspondent of *The Globe* telegraphed on the 20th ult.:

Yesterday an enormous trade was completed in cotton pieces for China, the delivery to extend for six months or more. One leading firm of manufacturers in Preston sold, it is said, 400,000 pieces. The slump in raw American cotton this week led to cloth producers accepting rather low rates. Most of the leading makers of good shirtings are now under contract for a long time.

There is not much going on at the moment for India, but a fair inquiry is upon the market in fine fabrics. The outlook in our dependency is better than a few weeks ago, owing to copious rains. The smaller outlets of the Continent are fairly busy.

## MR. GERSHOM STEWART ON THE COLONIAL ESTIMATES.

## THE COLONIAL OFFICE AND HONGKONG'S OPIUM REVENUE.

In Committee of the House of Commons on July 20th, when the Colonial Estimates were under consideration, Mr. GERSHOM STEWART moved a resolution. He said:—The object of my amendment is to draw attention to the inadequate compensation accorded to the Colony of Hongkong on account of the suppression of the Opium Revenue. I do not propose to go into the opium question. I only desire to call the attention of the House to hardships inflicted on the Colony of Hongkong. Revenue from opium has been a source of income over since the place was taken, and is just as proper a source of income as any other; in fact, both drink and opium are things calling for Government control, and if a good stiff tax is laid on them the consumption tends to diminish. I wish to point out that, in the position we are now considering, this House makes the laws and the Colony pays the bill. I am sure the House does not wish to lay itself open to the charge of interfering injuriously with an unrepresented place. The revenue from opium a few years ago amounted to \$2,000,000, or £200,000; now it is about \$1,000,000, or £100,000, and as the opium trade is deemed, it will shortly amount to nothing at all. If you take a period of twenty years, and reckon the revenue as amounting to \$1,000,000, or £100,000, you produce a capital value of £2,000,000. And this House admits that it has some responsibility in regard to the suppression of this great revenue. You offered \$9,000 in 1910, \$12,000 in 1911, and \$12,000 in 1912. Therefore you are giving them a total sum of \$33,000 for the loss of a revenue which has been in existence for 70 years, and which has oscillated between \$100,000 and £200,000. From the method of taxation levied on the Colony the grant you nominally give is nullified by the way you collect your military contribution. You charge for military contribution 20 per cent. of the gross revenue of the Colony. It is quite right and proper that people who enjoy our protection should pay something. But you take 20 per cent. off the credit side of the Government account without looking at the debit side. There is one item I happened to come across in the Government Blue Book which I think must convince any man that a change is called for in the present system. It is that of the Post Office, for which the Colony received 400,000 dollars; but you will find that the Colony has to expend 450,000 dollars to run the Post Office, therefore there is a loss of 50,000 dollars. I am sure the House will recognise that it is most unfair and unbusinesslike to charge 80,000 dollars, or £8,000, on a department which is worked at a great loss already. I am glad to see the Under-Secretary for War present, for I know that he has taken an interest in this matter. He closed the opium divans. I admit that they were somewhat unsightly places, but at any rate they were under the close supervision of police. When the right hon. gentleman looked up the divans, he no doubt felt that he had done a good stroke of business, but it did not stop opium smoking. He took up the position rather of the sanitary engineer who proceeded to close up old cesspools before making new drains. What happened was the deleterious matter which used to be collected in these places leaked all over the town and contaminated the whole locality. The opium smokers provided themselves with clubs, or they debauched themselves at home. At any rate, the police, who were very much overworked already, had to devote themselves to the suppression of illicit opium smoking, and the criminal population, of which there are many, became very active; and assaults on the person and burglaries increased to a most surprising and deplorable extent. There is a difference between Hongkong and India in this matter of opium. India has been compensated by the enormous accession in the price of the raw article. Hongkong does not deal in the article at all. It merely exercises a benevolent supervision over the consumption of the noxious drug. The legislation of the House has forced upon Hongkong the creation of a protective service in addition to the new taxation. It has happened at a most inopportune time in the financial position of the Colony. Those who take an interest in Chinese railways know that in order to secure the terminus of what will be the greatest trunk line in all China, the line between Hongkong and Peking, should be in British hands, the Colony pledged its credit for £1,000,000 to buy out the Belgians and provide that terminus. The Colony has created its own railway as far as the British border, but owing to the want of through traffic at present has to face a large deficit of revenue. Further, it is a most inopportune moment for the Colony, because its prosperity is distinctly on the down grade owing to the prohibitive tariffs which the French, American and Japanese Governments have lately put on their trade with Hongkong. In fact, so much does it suffer from the shipping subsidies, and the navigation laws, of some of its neighbours, that it is a sad fact that a shipping company, which from its inception was a British enterprise, has recently had to transfer its steamers to the American flag. It is a fair thing to compare the attitude which the Foreign Office adopts in its treatment of China with the attitude which the Colonial Office adopts in respect of Hongkong. The Foreign Office is most considerate to the Chinese in every possible way, whereas when the Chinese come under the British flag and reside in our Colony their old-time enjoyments are interfered with, and we make them pay for our moral

experiments. On the 9th May the Secretary for the Colonies gave some details as to the military contributions of the Crown Colonies, and I should like to know upon what principle these contributions are arranged. Ceylon, with a revenue of £2,500,000, pays £101,000, or about one twenty-fifth of its income; Hongkong, with a revenue of £611,000, pays £120,000 odd, or one-fifth of its income. Ceylon is prosperous; whereas at this moment the trade of Hongkong is being strangled by the hostile tariffs of its neighbours, and although the garrison of Hongkong is bigger than that of Ceylon it must be remembered that Hongkong is a rendezvous for troops and ships, which go there for Imperial and not for local purposes. Yet it is the only place on the China coast which pays a farthing towards Imperial defence. I should like to draw attention to the moral side of this complex opium question. When you stop the trade with India you will not entirely stop the consumption of opium. By violent political action you cannot change human nature, and at this moment substitutes are taking the place of opium. Drink is being indulged in more freely; the consumption of morphia and things of that sort is on the increase; cocaine for the first time appeared on the list of imports for last year, and when unofficial members of the Hongkong Legislative Council asked the Government to assist in stopping these evil things at the source, they were met with a refusal. The answer made amounted to this: "If we do not do the trade, someone else will." I think it is a great pity we should protect the manufacture of these evil drugs. They are mostly made in Edinburgh, and shipped from London, yet this Government will not take any steps to exercise supervision at the source. If there were voters in the Colony to be conciliated, and seats in this House to be won; there would be much better treatment accorded to it than at the present moment. The highest ideal of Colonial administration should be to impart in the breasts of those at a distance the feeling that their interests are as equally safeguarded as though they were close by, and I would suggest that the request of the unofficial members of the Council of Hongkong should be acceded to and the Government should accept an annual contribution of a million dollars! The present form of contribution has this very wrong effect. If there is an outbreak of plague and extra charges are incurred; if there is a typhoon and the Colony has to put its hand in its pocket for repairs, the present system of military contribution has this very evil effect, that this greater the Colony's troubles the more profit you make from it, and you are really making a profit on matters in which you ought to treat it with every consideration. You are making a profit out of their misfortunes. The Colony at present is at a crisis of its development. It requires consideration, or you may have it on your hands as a permanent invalid. I would plead for more consideration for Hongkong in regard to the opium question, because I am quite sure this House is able and willing to pay something towards any moral experiment it may choose to undertake.

## THE COLONIAL SERVICE AND GOVERNORSHIPS.

I should like to say a word on another point—the appointment of Major Chancellor to the post of Governor of Mauritius. I approach this in a spirit of enquiry. I have no personal feeling in the matter at all. I have not the slightest doubt that the fortunate officer who has been pitched into the Governorship is a very able man, but at the same time I know a great many most deserving Colonial officials, and I know exactly how they feel in a matter of this sort. It must be remembered that owing to the consolidation of South Africa, four Governorships have been lost to the Colonial service, and now to this is added a fifth post. Those who know anything about Mauritius must know that the post of Governor one which requires very great experience and most tactful management. The financial position is bad and the place is full of racial trouble. It seems to me that a position of that sort requires a man with a certain amount of Parliamentary experience, just the sort of experience that a Colonial Secretary acquires in his connection with the Legislative Council of his particular Colony, and Colonial Secretaries are naturally accustomed to deal with men of all races and all beliefs. You have men in the Colonial service who have entered by competitive examination, men who have come on top, and have chosen Colonial appointments. To all these men it must be a very great disappointment to think that their services do not qualify them for positions of this sort. Then, from the military point of view, if you wanted a military Governor, as you did in 1886, why did you not appoint a General? Having appointed a junior officer, you are putting the General in a somewhat invidious position, where he has to make a man very much junior to himself! It must be borne in mind that if this country were at war, and two steamers loaded with cement were dropped in the Suez Canal the position of Mauritius would become almost as important as a strategic point. In peace the appointment of a junior military officer is a slight upon the Colonial Service, and you will inflict a slight upon the commanding officer if the new Governor is sent there for warlike purposes. It is a double-barrelled appointment which inflicts injuries on two Services. Then, if you are going outside the Colonial Service, how is it the Army gets all these appointments and the Navy none? The officers of the Navy are second to none in this country. Our whole existence depends upon them. Here you have appointed a gentleman with the equivalent rank of a naval lieutenant of eight years' standing. What would

be said if you suddenly appointed a naval lieutenant of eight years' standing to be Lieutenant-Governor of an Indian province? The Indian Civil Service would make its resentment so felt that I do not think you could hold it to (and this House would be so staggered) it would certainly ask questions about the matter. The thing that has happened in this particular Colonial appointment is analogous to that. I should like to appeal to the Colonial Office. I know the right hon. gentleman has only been there a short time, and he is tremendously occupied with the great questions which have been before him. But when gentlemen have spent their lives in the junior ranks of a Service, it seems only fair that they should get some of the higher posts as they get on in life. It is only by giving them some encouragement of that sort that you can hope for an efficient and contented Service.

Mr. T. Taylor (Lancashire, S.E. Radcliffe, Min.) contended that the opium trade and the mode of raising revenue out of the drug were wrong, while he would not be sorry to see morphia and cocaine placed under the same supervision and restraint as opium now was. He expressed regret that the Government allowed the traffic to go on in Hongkong, especially as there were other methods of raising revenue available. It was certainly inconsistent to raise a considerable part of revenue from the sale of opium to a portion of the population under our control, while heroic and costly efforts were being made in China to put down the evil. *The Times*, which in such matters was not a bigoted journal, was eaking recently of the duty of Great Britain, said it was imperative that British Colonies should not continue to maintain a vice which China was making great sacrifices to suppress. The anti-opium people did not ask for anything unreasonable, but they did insist that Hongkong should act up to the standard set by China. The same reform was wanted in all our Eastern Colonies. The Straits Settlements in 1909 had an overflowing exchequer, and yet they clung to this monopoly, because more than half their revenue came from opium. The process of reform was not going on quickly enough.

## SHIPPING NOTES.

The Manila papers announce that the N. D. L. steamers of the European line are to make monthly calls at Manila on the homeward bound voyage. The first vessel to be the *Prince Eitel Friedrich*, which will arrive from Hongkong, February 2, to be followed by the *Princess Alice* March 7, the *Kleid* April 4, and the *Duelow* May 2. It is also stated that there is every reason to hope that the vessels of the Nippon Yusen Kaisha's European line will follow in the wake of the German boats, and also call at Manila regularly.

Col. McCoy, the Collector of Customs, in the Philippines, in an interview on the subject said:—"For over a year I have been trying to consummate this arrangement, and have had high hopes since the visit here of Mr. Phillip Heiklin, managing director of the company, who came to Manila last year, when we went over the ground thoroughly with him, showing him how much we thought we were justified in asking for a through service. In addition, I sent Mr. Dioli, the special commissioner of the Philippines customs service, to Bremen early this year with full data as to our shipping possibilities, and he laboured in the good cause with an ardour worthy of much praise."

Up to the present Manila has only one direct line to Europe, the Compania Transatlantica, and while no reflections are cast on that company, the *Calcutta*, naturally the advent of another company will be welcomed.

The latest mail news from Japan regarding the wrecked steamer *Empress of China* is that salvage operations were proceeding, but had been interrupted by bad weather. There was no change in the general position of the ship, but there is some hope of the vessel being floated provided the weather admits of the salvage work being rapidly carried on. All the European members of the crew of the *Empress of China* twenty-one in number, left Yokohama on August 1st by the *Empress of Japan* for Vancouver.

The bulletin taken out from the vessel was sent forward to Hongkong by the N.Y.K. steamer *Iyo-maru*, on which steamer the steamer passengers were also sent to Hongkong. The Chinese passengers have expressed themselves as extremely pleased with the treatment accorded them by the Company during their stay in Yokohama.

## HONGKONG LEGISLATIVE COUNCIL.

The Hon. Mr. H. E. Pollock, K.C., has given notice of his intention to ask the following questions at the meeting of Legislative Council to-morrow:

1 Will the Government lay upon the table a printed paper containing a progress diagram, showing the work done on the Typhoon Refuge up to the 30th June, 1911, and will the Government thereafter lay upon the table a similar paper showing the progress made during each successive period of six months?

2 Will the Government explain why the work on the Tsim Sha Tsui Market is proceeding so slowly? When will the Market be ready for use?

3 What information can the Government give to the Council with reference to the prospects of the erection of a Wireless Telegraph Station on an Island of the Pratas Group?

4 What information can the Government give to the Council with reference to the prospects of a Wireless Telegraph Station being established in this Colony? Has the Government of this Colony or have the Home Authorities on behalf of the Government of this Colony entered into any and what engagements with any and what authority, corporation, company or firm with reference to the erection of such station?

## SUPREME COURT.

Tuesday, August 15th.

IN ORIGINAL JURISDICTION.

[BEFORE THE FULL COURT.]

INTERESTING CLAIM UNDER LIQUORS ORDINANCE.

Judgment was given by their Honours Sir Francis Piggett (Chief Justice) and Mr. Justice Gompertz (Paisio Judge) in the action by H. Price & Co. against the Attorney-General.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master of Messrs. Johnson, Stokes & Master, appeared for the plaintiffs, and the Attorney-General (Hon. Mr. C. G. Alabaster) appeared in person, being instructed by Mr. F. B. L. Bowley, Crown Solicitor.

The Chief Justice said:—The facts of the case raised before us are of the simplest. In 1909, by Ordinance No. 27 the Government introduced duties of intoxicating liquors, the tariff of duties being contained in section 3. The section in so far as it referred to importation of liquors commenced as follows:—"There shall be paid on intoxicating liquors hereafter imported into the Colony the duties following." It dealt also with liquors "distilled, made or prepared in the Colony." The section also contained the following provision:—"It shall be lawful for the Legislative Council at any time by resolution to alter or amend all or any of the foregoing duties." On the 16th March, 1911, the Legislative Council passed a resolution, in virtue of the powers with which it had invested itself, altering the tariff. The resolution was couched in the following terms:—"Resolved that there shall be paid upon intoxicating liquors imported into the Colony the duties following." Then followed the new tariff. The plaintiffs, Messrs. Price & Co., Ltd., had at that time a certain quantity of liquors in bond, and when they took them out after the resolution of March 16th Government claimed a surcharged customs duty, which they paid under protest, and this amount they now seek to recover. Some argument arose as to the omission of the word "hereafter" in the body of the resolution which appears in the section, but we are of the opinion that the question does not really arise. For if anything did in fact turn on it, I mean, if there were involved in it any substantive provision, we should be compelled to hold that the terms of the resolution were *pro tanto* ultra vires, because the Council cannot legislate by resolution. The more accurate form of the resolution should have been, "Resolved that the tariff of duties in section 3 (1) be altered as follows."

The Council had no power to do anything more than alter the duties. If, therefore, any virtue could be ascribed to the omission of the word "hereafter" in the resolution, or the actual words used in the resolution, it is irrelevant and therefore it is unnecessary to consider the law as to the retroactive effect of legislation in this connection. The effect of the resolution, therefore, was to impose a new scale of import duties as from the date of the adoption of the resolution. We have, therefore, merely to construe section 3 (1) as it operated after that date. It is necessary, however, to consider the meaning of "hereafter" in section 3. All legislation legislates in the future, the word is really superfluous, except in so far as it might clear up any doubt as to the meaning of "imported" which being a past participle might possibly be construed to mean that the duties were to be levied on liquors already imported, although this would obviously be impracticable. The section means no more than any other piece of legislation. "There shall henceforth be paid the following duties on liquors hereafter imported," but the legislative force is on the word "paid." The Ordinance established the double system of bond in King's warehouse and licensed warehouse under Crown lots, and by section 3 (2) and B the obligation of payment of the duties is further explained. Sub-section (2) deals with liquors imported by sea, sub-section 3 with liquors distilled, made or prepared in the Colony. This was necessary, for the Ordinance imposed a tax on all liquors whether made in the Colony or imported. In other words, it combined customs duties and excise duties. Now, with regard to imported liquors, the duty is to be paid before the removal of them from the ship in which they are, unless they are placed in bond or transhipped, or before their removal from bond if they are placed in bond on arrival. The words "in bond" express concisely the fuller expression used in the sub-section. From this review of the Ordinance it is almost inevitable that the question should be laid in the argument on the use of the word "imported," more especially as there is a definition of both "import" and "export" in the interpretation clause. Putting the definition on one side for the moment, what is the meaning of "import"? It is to bring in goods for use in the Colony. In a free port the word has no special meaning, but directly you have customs duties imposed "importing" means to bring in for use in the Colony after paying duty. Goods are not fully imported until they have paid duty, the King's or bonded warehouse is a sort of no man's land, a transition stage long established for the benefit of the merchant, and it should be added, not without a very direct benefit to the Government. Apart from interesting trade statistics, "import" has in reality no direct significance except in regard to customs duties, and I should have no difficulty in holding that apart from the definition "goods imported" means duty "paid goods." In regard to the use of the word "imported" in sub-section 2, what I have already said must be borne in mind, it is in contradistinction to the manufactured liquors dealt with in sub-section 3. If the excise duty had been dealt with in a separate Ordinance the word "imported" would not have been used in sub-section 2. But to "import" is defined as meaning "to bring or cause to be brought into the Colony and the waters thereof either by land or by sea." A curious discrepancy must be noticed here. The case of liquor imported into the Colony by land sub-section 2 would not apply, for it specially deals with importing by sea, which would also exclude importing by aerial transit. The argument of the plaintiff now takes this form: In view of the definition, importing is complete directly the vessel with the liquors on board arrives in the waters of the Colony. The duties attach at once, but they are in suspense while they are in bond, and

## INTIMATIONS



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Have Just Received a New Selection of Goods from

MAPPIN & WEBB,

LONDON,

Comprising—

SILVER CUPS,

PRESENTATION PLATE,

TEA SERVICES,

&c. &c.

PRINCES' PLATE,

TABLE WARE,

CUTLERY,

FISH KNIVES AND FORKS,

DRESSING CASES with

SILVER FITTINGS,

LEATHER HAND-BAGS,

and WALLETTS,

RAZORS.

(256)

the duty payable when they come out of bond is the duty payable by the law in force at the time they were imported, that is, at the time they arrived in the waters of the Colony. The logic of the argument seems inexorable, but it is contrary to the manifest intention of the legislature, and it is contrary to what, as I say, is a commonly accepted meaning of the words, but if it is found it is forced on the Court, first, by the unfortunate definition of "imported," which is not only incomplete, but being incomplete quite superfluous, because it only gives the word its colloquial meaning as applied to a free port, and nobody wants such a definition; secondly, by the equally unfortunate reference to "imported" in sub-sections 2 and 4 equally unnecessary, because the words have no legislative intent, but are descriptive and used only to keep the customs and excise duties apart. But in common logic would go further; if by any lucky chance the Council had resolved to abolish custom duties, then the old duties would still be leviable on all liquors in bond, but there would be no legal machinery for its collection. There is a flaw in the logic somewhere, and where it is made plain by the decision of the Privy Council in *Canada Sugar Co. v. Regina* (1898 A.C. 735). The case has a most extraordinary resemblance in the facts to the present one, but as it turned on the interpretation of the Canadian Act, we must obviously be very careful in applying it to this case, which turns on the construction of a Hongkong Ordinance. A new tariff for sugar came into force in Canada on 3rd May, 1895, and the question, put broadly, was whether certain sugar belonging to the appellants was imported before that day. One of the points in the case has no bearing on the present. The vessel's port of call in Canada was North Sydney, its port of destination was Montreal, and not North Sydney. But in order to arrive at the conclusion certain sections had to be analysed, which, as a remarkable affinity to those in issue in this case, and of course the actual question in issue (Continued on page 5.)



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## NEW ADVERTISEMENTS

## FOR SALE.

**YOST TYPEWRITER**—almost new Reasonable Price.

Care of "Daily Press" Office.  
Hongkong, 16th August, 1911. [1038]

## WANTED.

**WANTED**, position by a GERMAN, over ten years' experience in Export and Import Trade in Canton, Hongkong and Shanghai. Replies will be treated strictly private.

Apply—  
Care of "Daily Press" Office.  
Hongkong, 14th August, 1911. [1027]

## WANTED.

**A SECOND HAND COPY** of "TWENTIETH CENTURY IMPRESSIONS OF CHINA," in good condition.

Reply to—  
Care of "Daily Press" Office.  
Hongkong, 4th August, 1911. [998]

## WANTED.

**A N-ASSISTANT COSTS CLERK.** Preference given to Applicants with previous experience.

Apply—  
DEACON, LOOKER & DEACON,  
1, Des Vaux Road.  
Hongkong, 14th August, 1911. [1036]

## SITUATION WANTED.

**SHIPPING CLERK**—Young Man (age 26) with First Class Shipping and General Office experience in England, knowledge of Typewriting and shorthand, and holding excellent references, desires position. Due to arrive in Hongkong at end of August.

E. D.  
Care of "Daily Press" Office.  
Hongkong, 12th August, 1911. [1021]

## NOTICE.

**WE, the UNDERSIGNED**, have been appointed the SOLE AGENTS for the Sale of "ELLIS GRIMSON PILLS" and "RAPID CURE" manufactured by the STANDARD CHEMICAL FACTORY OF NEW YORK, BERLIN, and SHANGHAI.

S. D. SETNA & Co.  
Hongkong, 12th August, 1911. [1019]

## NOTICE.

**WE have OPENED** our OFFICE in HONGKONG for the Sale of "ELLIS GRIMSON PILLS" and "RAPID CURE" and have appointed Messrs. S. D. SETNA & Co. Sole Agents for their Sale in HONGKONG, CANTON, and SOUTH CHINA.

THE STANDARD CHEMICAL FACTORY  
NEW YORK, BERLIN and SHANGHAI.  
Hongkong, 12th August, 1911. [1020]

## NEW ZEALAND GREEN-STONE.

**SPECIMENS** of this lovely Stone, worn universally as a Fashionable Article of Jewellery. Mailed direct to you for 10/-.

Write to-day.  
B. WEINGOTT,  
Dept. J.  
Wanganui, New Zealand.  
[984]

## ITALIAN MARBLE.

**MONUMENTS, FIGURES, HEAD- STONES and CROSSES** in Stock at—  
BROWN, JONES & Co.,  
41, Morrison Hill Road.  
Hongkong, 1st June, 1911. [776]

## AUSTRALIAN BUTTER.

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Nothing better than the best.  
We keep it.  
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## FOUR PRICES

Fresh, Sweet, Firm and cold as ice.

## THE DAIRY FARM CO., LTD.

[35]

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FRANKE ST. (Hongkong Hotel Building),  
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**POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.**

Just Received a Selection of Postage Stamp and Post Card Albums, Artistic Mosaic Pictures made of used Postage Stamps.

Inspection Invited. [891]

## PUBLIC COMPANY

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

**NOTICE IS HEREBY GIVEN** that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 19th day of August, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1911.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,  
N. J. STABB,  
Chief Manager.  
Hongkong, 2nd August, 1911. [994]

## INTIMATIONS

## CONCERT.

**A GRAND PROMENADE CHARITY CONCERT**, on behalf of the family of the late Private W. F. TAYLOR, Infantry Company, Hongkong Volunteer Corps, will be held on the Volunteer Parade Ground, on SATURDAY, the 2nd September, 1911, at 9.15 p.m.

If not the Concert will be held in the Drill Hall.  
Tickets \$2 and \$1 can be obtained from Messrs. KELLY & WAUGH, or from VOLUNTEER HEADQUARTERS.

By kind permission of Lieut.-Colonel L. A. H. HAMILTON and Officers the Band of the 1st K.O.V.I. will attend.

Hongkong, 15th August, 1911. [1036]

## ORIENTAL BREWERY, LTD.

## NOTICE.

**IT IS HEREBY NOTIFIED** that the Price of ICE is REDUCED to ONE CENT per lb. from this Date.

## ORIENTAL BREWERY, LTD.

Hongkong, 7th August, 1911. [1009]

## HONGKONG ICE COMPANY, LTD.

## NOTICE.

**IT IS HEREBY NOTIFIED** that the Price of ICE is REDUCED to ONE CENT per lb. from this Date.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, 7th August, 1911. [1005]

## STATE OF NORTH BORNEO.

## TENDERS FOR REVENUE FARMS.

**TENDERS** are invited for the lease of the REVENUE FARMS in the STATE OF NORTH BORNEO from 1st January, 1912, as set out hereunder—

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock Noon on the 1st day of September, 1911, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1912.

The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1912, 1913 and 1914; a different sum may be offered for the first, second and third years respectively. The prices offered for the separate years should be framed on a sliding scale according to the number of coolies. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

The Farms above referred to are the OPIUM, SPIRIT, GANGLING and PAWNBROKING FARMS for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the GOVERNMENT SECRETARY, Sandakan, or of Messrs. GUTHRIE & Co., Singapore and Penang, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong.

The retail rates for Opium fixed by Government for the Opium Farm for 1912, 1913 and 1914, are those specified below viz.:

For every 3 ran packet	...	\$0.145
" 4 "	...	" 0.19
" 5 "	...	" 0.24
" 6 "	...	" 0.29
" 3 chi receptacle	...	1.45
" 1 tahil	...	4.80

Hongkong, 24th July, 1911. [848]

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**HONGKONG HANSARD REPORTS** of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.

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## INTIMATIONS

THE NEW SHOW  
CAUSEWAY BAY.GRAND OPENING NIGHT!  
TO-NIGHT! TO-NIGHT!  
AUGUST 16TH, 1911.

Doors Open at 8 p.m.

Overture at 9.15 p.m.

When the following **NEW ARTISTS** will make their FIRST APPEARANCE IN HONGKONG.

COROGOET FAMILY, TRICK CYCLISTS. MARRIANI FAMILY, EQUESTRIENNES.

(8 in number) (4 in number)

A. ALEXANDROFF, FOOT EQUILIBRIST. MILLE MIZE, LADY EQUESTRIENNE.

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K. DANILOFF, CLOWN. SOMERSAULT RIDER.

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and his Magnificent Stud of Hungarian Entire Horses.

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Children Half-Price to all Parts.

Soldiers and Sailors in uniform Second Seats 50 cents, Stalls 30 cents.

Booking Office Now Open at ROBINSON PIANO Co.

Special Trains before and after the Performance.

Hongkong, 16th August, 1911. [982]

## AUCTION

## PUBLIC AUCTION.

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on MONDAY, the 21st day of August, 1911, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at May Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

[1029]

## PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Contents	Square Feet	Annual Rent	Upst. Price
1	South of Causeway May Road.				
Initial	Let No. 1087.				
1	145	145	115	115	10,075 111 3,835

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**SMOKELESS POWDERS and CHILLED SHOTS.** From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES.

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 25th October, 1906. [608]

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19, QUEEN'S ROAD CENTRAL.

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Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [609]

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**KOWLOON MARINE LOT** 49, Yau-mat, Area 65,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

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Hongkong, 14th February, 1911. [892]

## TO LET.

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CHATER & MODY.

Hongkong, 31st March, 1911. [121]

## TO LET

## TO LET.

**THE BUILDING** now in occupation of THE MERCANTILE BANK OF INDIA to be let from 1st January, 1912.

**GODOWNS** in Masons Lane, good for storage of Wines and other Articles. Rent moderate.

Apply to—  
DAVID SASSOON & Co., LTD.

Hongkong, 13th July, 1911. [627]

## TO LET.

**NO. 10, MACDONNELL ROAD.**

**GODOWNS**, To Let, at Blue Buildings, 4A, Praya East.

"CREGGAN," 39, THE PEAK.

**GODOWNS**, 151 to 155, PRAYA EAST.

**RENTED EUROPEAN FLATS**, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 14th August, 1911. [113]

## TO LET.

**A N OFFICE** in Alexandra Buildings.

Apply—  
A. S. WATSON & Co., LTD.

Hongkong, 8th June, 1911. [799]

## TO LET.

**A FURNISHED HOUSE**, with Tennis Court, on higher level.

Apply to—  
Y. X.

Care of "Daily Press" Office.

Hongkong, 1st August, 1911. [990]

## TO LET.

**GODOWN**, No. 4, New Praya, Kennedy Town.

Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1911. [116]

## TO LET.

**TWO OFFICES** on 1st Floor of Hotel Mansions.

Apply to—  
HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, 7th April, 1911. [575]

## TO LET.

**OFFICES** on Ground and First Floor in Cluster Road. Very central position.

No. 7, DUDELL STREET, 1 Godown.

"KELLET CREST," No. 66, PEAK.

No. 9, BEACONSFIELD ARCADE (Shop).

The EYRIE, No. 13, Peak, newly Painted and Colour-washed.

BEACONSFIELD.

No. 57, PRAYA GRANDE, Macao.

FOR SALE—TOM CREST, at Peak, commanding Magnificent View of the Harbour and Adjacent Islands.

Apply to—  
Linstead & Davis.

3rd Floor, Alexandra Buildings.

Hongkong, 16th August, 1911. [113]

## TO LET.

**GODOWN**, No. 5A, DUDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1911. [114]

## TO LET.

**10, MOUNTAIN VIEW**, Immediate possession.

Apply—  
Care of "Daily Press" Office.

Hongkong, 6th July, 1911. [491]

## BANKS

## HONGKONG SAVINGS BANK.

**THE** Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. INTEREST on deposits is allowed at 8 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager.

Hongkong, 24th January, 1911. [2]

## NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDSCH-INDISCHE HANDELSBANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 12,401,050 (£1,033,421)

Reserve Fund Fl. 3,252,157.01 (£271,013)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK, SWISS BANKING CO.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.



# THE SHOW OF SUCCESSES FRANK FILLIS' GREAT EUROPEAN CIRCUS

SITUATED AT THE VICTORIA SKATING RINK,  
Opposite the Central Market, Hongkong.A SHOW UNEQUALLED BY NONE  
STARTLING, SENSATIONAL AND SATISFACTORY.  
TO-NIGHT!WILL BE PRESENTED A PROGRAMME  
OF  
UNSURPASSED BRILLIANCE BY THE  
WORLD'S BEST ARTISTES.  
SEE AND BELIEVE IS OUR MOTTO.  
POPULAR PRICES PREVAIL.Booking Place at Messrs. ROBINSON PIANO Co.  
Hongkong, 14th August, 1911. D. B. McPHERSON, Manager. [1010]

## NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVI  
GATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,  
ADEN, BOMBAY, COLOMBO,  
PENANG AND SINGAPORE.  
THE Company's Steamship"VORWAERTS"  
having arrived. Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risks into the Godowns and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
Kowloon, whence delivery may be obtained.The Steamer brings Cargo from  
Venice ex s.s. "Meteor" transhipped  
at Trieste.  
Trieste ex s.s. "Trieste" transhipped  
at Bombay.Optional Cargo will be discharged here unless  
notice to the contrary be given immediately.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent to the office of the Undersigned before  
NOON on the 19th inst., or they will not be  
recognized.All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 18th inst., at 9.30 A.M.No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the  
19th inst. will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIEBER & Co.,  
Agents,  
Princes' Building,  
Hongkong, 14th August, 1911. [5]EAST ASIATIC COMPANY, LIMITED,  
COPENHAGEN.

## NOTICE TO CONSIGNEES.

THE Steamship

"KINA"  
having arrived. Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra hazardous  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited,  
Kowloon, and West Point Godowns, whence  
delivery may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 20th inst. will be subject  
to rent.All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 20th inst., at 9.30 A.M.All Claims must reach us before the 24th  
inst., or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.MELCHERS & Co.,  
Agents,  
Hongkong, 13th August, 1911. [1033]

AMERICAN AND ORIENTAL LINE

## NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE"  
FROM NEW YORK.CONSIGNEES of Cargo by the above-named  
vessel are hereby informed that all Goods  
are being landed at their risk into the hazardous  
and/or extra hazardous Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Ltd.,  
Kowloon, whence delivery may be obtained.All broken, chafed, and damaged Goods  
must be left in the Godowns, where they will  
be examined on the 21st inst., at 2.30 P.M.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 21st inst. will be subject  
to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
27th inst., or they will not be recognized.  
No Fire Insurance has been effected.ARNHOLD, KARBERG & Co.,  
Agents,  
Hongkong, 14th August, 1911. [1034]

"MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

The Steamship "BRAEMAR"

FROM GLASGOW, LIVERPOOL  
AND STRAITS.CONSIGNEES of Cargo are hereby informed,  
that all Goods are being landed at their  
risk into the Godowns of the Holt's Wharf at  
Kowloon, whence delivery may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods  
remaining undelivered after the 21st inst. will  
be subject to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 1<sup>st</sup>  
prox., or they will not be recognized.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 21st inst., at 2.30 P.M.No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & Co., Ltd.,  
Agents,  
Hongkong, 14th August, 1911. [1035]

## SUPREME COURT.

(Continued from page 3.)

was identical—"what was the date of importa-  
tion?" The material sections are the following:  
Section 4 of the Customs Tariff Act, 1894,  
which provided that there should be levied,  
collected and paid on all goods in the schedule  
the rates of duties set forth in the schedule  
"whenever such goods are imported into Canada  
or taken out of warehouse for consumption."  
And by section 150 it was further provided  
that "whenever on the levying of any duty or  
for any other purpose it becomes necessary to  
determine the precise time of the importation  
of any goods such importation shall have been  
deemed to have been completed when the im-  
porting vessel came within the limits of the  
port at which they ought to be reported."And by section 150 it was further provided  
that "whenever on the levying of any duty or  
for any other purpose it becomes necessary to  
determine the precise time of the importation  
of any goods such importation shall have been  
deemed to have been completed when the im-  
porting vessel came within the limits of the  
port at which they ought to be reported."The second conclusion is that it was held  
that the importation was not complete until the  
vessel had entered the port of Montreal. Now the  
analysis of these sections resulted in the  
following conclusions: First, "The imposition  
of the duties is contained only in the direction  
for their payment; there are no words which  
render the goods liable for the duty or make the  
duty (as it is said) attach at any date prior to  
the date of payment." Pausing here for a  
moment, that conclusion fits on exactly to the  
present case, for the provision of the Ordinance,  
omitting contested words, is "the goods shall  
be paid the duties following, and the payment  
shall be made either before the removal of them  
from the ship or on their being taken out of  
bond." The second conclusion is not material  
to this case; but the third is—"the duties are  
payable at one of two dates—either the date of  
importation or the date when they are taken out  
of warehouse," so in this case "the duties are  
payable either at the date of removal from the  
ship (in other words, when they are imported) or  
when they are taken out of bond." The gen-  
eral principle, therefore, is that "Any  
class of the statute should be construed with  
reference to the context and the other clauses of  
the Act, so as far as possible, to make a con-  
sistent enactment of the whole statute." The  
first conclusion negatives the plaintiff's conten-  
tion in this case. The duty does not attach to  
the goods on importation; they are liable to it  
only at the time of payment. I now introduce  
the words "imported into the colony" into  
my previous analysis of the section."There shall be paid upon liquors import-  
ed into the colony duties at the fol-  
lowing rates payable either on removal from the  
importing ship or when taken out of bond."The fact is that neither grammatically nor  
legislatively are the introductory words in sub-  
section 2 essential to its sense; they are words  
of repetition, which take up the thread of the  
law, which has been broken by the present case.The second conclusion is that the words "imported  
into the colony" are not material to the case.  
Now we may take the last step and introduce into  
the section the definition of "import." The  
result is merely to expand the sentence thus,  
"There shall be paid upon intoxicating liquors  
brought or caused to be brought into the  
Colony and the waters thereof by sea the  
following duty, payable either before the  
removal of them from the ship in which they  
are so brought into the colony and the waters  
thereof by sea or on removal from bond." We  
are therefore of opinion that the fundamental  
principle laid down by the Privy Council  
applies to this case, and completely meets the  
plaintiff's argument: that principle is, that "the  
imposition of the duties is contained only in the  
direction for their payment," that is in sub-  
section 2, and "there are no words which render  
the liquors liable for the duty or make the duty  
attach at any date prior to payment."And, secondly, the duty does not attach either  
when they are removed from the ship or when  
they are taken out of bond. The effect of the  
first sentence of sub-section 2 is to repeat and  
carry on the words which describe the subject  
of the duty in the first sentence of sub-section 1;  
it is descriptive and not legislative, and would  
in fact have been omitted if the schedule had  
been placed at the end of the section. We are  
of opinion that the plaintiff's case fails and that  
there must be judgment for the defendant with  
costs.Mr. Pollock asked for a stay of execution to  
enable them to consider their position.  
This was granted.

## IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ  
(PUNJAB JUDGE).

## MONEY-LENDING TRANSACTIONS.

Bhagat Singh brought action against two  
clerks employed in the office of Messrs. Deacon,  
Looker & Deacon, to recover \$300 due on two  
promissory notes. Mr. W. L. Shenton appeared  
for the second defendant, and stated that the  
first defendant was a young man. He added that  
the promissory notes were bearer notes and he was  
not able to dispute the money. He would,  
however, consent to judgment and ask to be  
allowed to present the circumstances.Defendant entered the box and stated  
that he was a clerk in receipt of a salary of  
\$115 a month, on which he had a wife and three  
children to support, and out of which he was  
already paying a monthly instalment of \$15 on  
another debt. He gave two promissory notes  
to the plaintiff, one for \$220 on which he  
received \$100 and the second for \$100 on which  
he received \$50. He received the money from  
Bhagat Singh, who explained to him that if he  
paid the \$150 it would be all right, as Bhagat  
Singh was a friend of the first defendant's. He  
had paid the interest regularly.Mr. Shenton explained that the defendants  
were only sureties. The other people had gone  
to Canton.Plaintiff asserted that he paid the money  
down in cash. The agreed interest was two  
per cent. per month.His Lordship thought that rate of interest  
was reasonable.Mr. Shenton remarked that the Chinese paid  
95 per cent. for loans, and that on giving good  
security.His Lordship said he did not know who to  
believe.Mr. Shenton suggested that he ought to  
believe his client. The plaintiff was one of the  
landmarks of the Court.His Lordship said it was always open to  
suspicion that a man had been gambling when  
he wanted money like that and agreed to such  
conditions.

Defendant said he had not gambled.

Mr. Shenton said the transaction was not an  
honest one. It was a blood-sucking transaction.His Lordship—One would like to stop these  
transactions.Mr. Shenton—The Government is going to  
stop them. It is three months before the Ordina-  
nce comes into operation.His Lordship—I don't know how it will work.  
Mr. Shenton—As at Home.His Lordship—It is very difficult to prove  
these transactions. I don't say the Ordinance is  
not an excellent one. I say it will be difficult  
to carry it out.Mr. Shenton—Your Lordship will have power  
to fix the rate of interest.After hearing another case against the same  
defendant by the same plaintiff his Lordship gave  
judgment for plaintiff and fixed instalments at  
the rate of \$10 per month on each note.DEATH OF DOWAGER LADY  
OUTRAM.

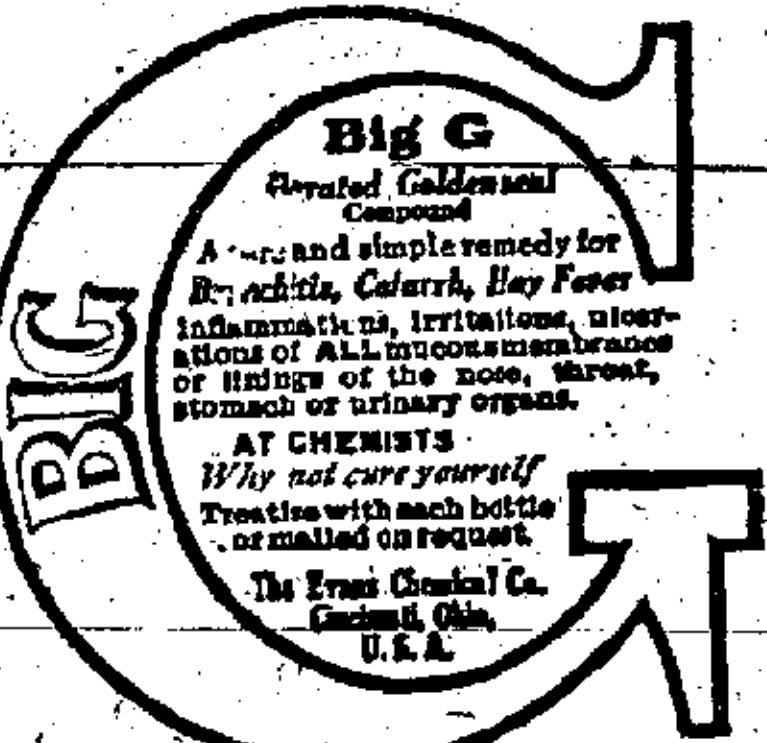
MEMORIES OF THE INDIAN MUTINY.

Memories of a heroic age are recalled by the  
death of the Dowager Lady Outram, which took  
place at Pithorhy, Peshawar, last month.  
Lady Outram was of the advanced age of  
ninety-nine.Born Margaret Clementina Anderson, she  
married in 1835 her cousin, Sir James Outram,  
the great Indian soldier whom Napier christened  
the "Bard of India" for his chivalry, and she  
survived his death by forty-eight years. She  
was one of the last survivors of that noble  
band of Englishwomen who passed through the  
horrors of the Indian Mutiny.When it broke out her husband, Sir James  
Outram, was absent in command of the British  
expedition to Persia. She was living at Aligarh  
when the 9th regiment of Native Infantry,  
which had previously borne a splendid character,  
rose in revolt. A plot had been devised by  
which all the Europeans were to have been  
murdered, but the mutineers, though they  
threatened their officers, did not kill them.  
Lady Outram was in imminent danger. She  
had to flee on horseback, aided by her son, with  
only the clothes in which she stood, and to  
make her way through the mutineers, who  
were then looting the cantonment, to Agra.At Agra the English ladies had to take  
refuge in the fort with a mere handful of  
men to protect them. Close at hand were the  
Gwalior native troops, who were known to  
be on the verge of mutiny and to have expres-  
sed the intention of capturing Agra. But the  
serenity and confidence and courage of woman  
were never more gallantly displayed than amid  
the miseries of this imprisonment and the  
haunting anxiety of the long wait for the  
reinforcements that were to reconquer India.In that little band Lady Outram was conspicu-  
ous.Lady Outram retained her faculties to the  
last, though she had been in failing health for  
some months. In her ninety-fifth year she  
received a telegram of congratulation from the  
late King Edward. Her memory was extra-  
ordinary and covered six reigns.The family of Outram is one of the oldest  
and most honoured in Scotland, dating back to  
the fifteenth century.

## "NERVES"

A ROYAL PHYSICIAN'S REMARKABLE  
STATEMENT."I feel nervous—all on end—as if something  
were going to happen."How often does one hear these words, or  
something very like them, for a sensation of  
nervousness is one of the commonest troubles of  
modern times.While the body's own wonderful remedial  
power would undoubtedly rectify this condition  
if the cause were known, few people are able to  
discover the cause, or to give the necessary care  
and attention to eliminate it. The result is that  
they get worse instead of better.Happily, for such people there is a perfectly  
simple, healthy and lasting means of overcoming  
and banishing the nervous symptoms, which  
may take on an infinite variety of forms. This  
is Sanatogen, the great revitalising tonic food  
which has received the written endorsement of  
over fourteen thousand doctors including ten  
physicians to crowned heads of Europe.Sanatogen contains organic phosphorus in  
exactly that form in which it exists in the brain  
and nervous system. The result is that the  
phosphorus, which is always deficient in these  
nervous conditions, is immediately absorbed and  
assimilated by the nervous system, which at once  
begins to act in a perfectly normal manner.If on the other hand, these nervous con-  
ditions are ignored they may, in time, lead to  
Neurasthenia, with all the misery and morbid  
despair that term implies.Dr. E. Perichetti, Physician to H. M. the  
Queen-Mother of Italy, writes—"I have used  
Sanatogen in several cases of Neurasthenia,  
with the result that in every case the nervous  
symptoms were greatly diminished. I am  
convinced that Sanatogen is a valuable food-  
tonic to restore lost strength."Sanatogen may be obtained of all Chemists.  
[105-343]

## STOMALIX

Sole of Carlet. Cures Dyspepsia and all per-  
cent. of Diseases of the Stomach and Intestines,  
painful and otherwise.  
Sole Importing Agents:  
FRANCIS NEWBERRY & SONS, Ltd., London, Eng.

## APIOLINE

(CHAPOTEAUT)

For functional troubles, delay, pain  
and those irregularities peculiar to  
the sex.  
Prescribed by the highest French  
Medical authorities and superior to  
Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sole Importers: Chemists.

## SPECIAL BARGAINS

TO CLEAR FOR

## NEW STOCK

	SELLING PRICE.	FORMER PRICE.
AUTO-RACHALS	\$1,100	\$1,500
AUTO-MANUAL	\$ 800	\$1,000
RACHALS	\$ 550	\$ 800
BRINSMEAD	\$ 500	\$ 775
WERNER	\$ 495	\$ 700
KRAUSS	\$ 400	\$ 625
WERNER	\$ 395	\$ 575
CHALLEN	\$ 385	\$ 525
SCHIEDMAYER	\$ 350	\$ 600

## ROBINSONS.

[734]

## STRIKING EXPERIMENTS

AT THE REQUEST OF THE  
LOCAL GOVERNMENT BOARD FOR IRELAND.The remarkable feeding experiments conducted  
in the School of Physiology, Trinity College,  
Dublin, at the request of the Local Government  
Board for Ireland, prove that

## BOVRIL

when added to a fixed diet, has a body-building  
effect equal to from 10 to 20 times the weight  
of the Bovril taken.

DETAILS OF THESE EXPERIMENTS CAN BE HAD UPON APPLICATION.

[95-1]

## SPORTS! SPORTS!!

CRICKET.

TENNIS.

HOCKEY.

FOOTBALL.

GOLF.

CROQUET, &amp;c. &amp;c.

SEE OUR GOODS

BEFORE

PURCHASING ELSEWHERE.

PRICES MODERATE.

WRITE FOR CATALOGUE.

## JOHN ROBERTS &amp; CO., LD.,

SPORTS GOODS MANUFACTURERS, BOMBAY.

Telegrams: "Billiards," Bombay.

[1134-3]

## "SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS.

SHACKELL EDWARDS  
& CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

[939]

KEATING'S  
WORM TABLETSA purely  
Vegetable  
Succulent  
Keating's Worm Tablets furnish a most  
agreeable method of administering the  
only certain remedy for Intestinal or  
Thread Worms. Perfectly safe, mild,  
and especially adapted for children.  
To be obtained of all Druggists.  
THOMAS KEATING  
London, Eng.AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS

## THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne  
of Greenock and has been sold as No. 4 since 1831.

## SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA &amp; MANILA

A. S. WATSON &amp; Co., LTD.

[902]











## SHIPPING

## ARRIVALS.

CARL DIEBOLD, German str., 774, C. Jurgensen, 15th August—Pukhoo—13th August, General—Johson & Co.  
GERMANIA, German str., 15th Aug.—Canton.  
HANGANG, British str., 15th Aug.—Canton.  
IYO MARU, Japanese str., 3,318, E. Takeda, 15th August—Shanghai 12th Aug. Mails and General—Nippon Yusen Kaisha.  
KANTO MARU, Japanese str., 2,963, F. L. Sommer, 15th August—Singapore 10th August, General—Nippon Yusen Kaisha.  
KWANGTUNG, Chinese str., 15th Aug.—Canton.  
SEIKO, British str., 3,231, W. Atkinson, 14th August—Kooling 12th August, General—Do well & Co.  
TUNGSHING, British str., 1,172, L. Hussey, 15th August—Hongay 12th Aug. Coal—Jardine, Matheson & Co.  
YUENHANG, British str., 1,128, P. H. Rolfe, 15th August—Manila 12th Aug. General and Hemp—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
15th August.  
Choshu Maru, Japanese str., for Swatow.  
Hollis, Norwegian str., for Bangkok.  
Hangang, British str., for Swatow.  
Prinz Waldemar, German str., for Australia.  
Segovia, German str., for Singapore.  
St. Kang, French str., for Haiphong.  
Signal, German str., for Swatow.  
Vormeris, Austrian str., for Shanghai.

## DEPARTURES.

15th August.  
AWA MARU, Japanese str., for Kooling.  
BHAMAR, British str., for Shanghai.  
CEYLON MARU, Japanese str., for Shanghai.  
DAIGO, Norwegian str., for Canton.  
HATCHING, British str., for Swatow.  
IDONENKUS, British str., for Shanghai.  
JOHANN, German str., for Swatow.  
KINA, Danish str., for Swatow.  
LAISANG, British str., for Singapore.  
SOLVAD, Norwegian str., for Hongay.  
TEAN, British str., for Manila.  
TINIANI, Dutch str., for Batavia.  
WINGSONG, British str., for Canton.  
YARRA, French str., for Europe, &c.

## SHIPPING REPORT.

The British str. *Tungshing* reports: Fine weather throughout.  
The British str. *Nih* reports: Light variable air, smooth sea, cloudy and clear, occasional showers.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The P. M. S.S. Co. str. *Nippon* arrived at Manila on 12th inst., and is expected to leave that port on 17th inst., and arrive at Hongkong on 19th inst. a.m.  
The P. M. S.S. Co. str. *China* sailed from Yokohama on the 13th inst., and is due to arrive at Hongkong on the 22nd inst.  
The P. M. S.S. Co. str. *Manchu* sailed from San Francisco on the 2nd inst., and is expected to arrive at Hongkong on the 29th inst.  
The T.K.K. str. *Chiao Maru* sailed from San Francisco for this port on the 9th inst., en route via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on or about the 5th prox.  
THE AUSTRALIAN MAIL.  
The I.G.M. str. *Coblenz* left Sydney on the 29th ultimo, at 11 a.m., and may be expected here on or about the 20th inst.  
The E. & A. str. *Endura* left Sydney on the 3rd inst. for this port via Queensland Ports, Port Darwin and Manila.  
The N.Y.K. str. *Nikko Maru* (Australian Line) left Sydney for this port via ports on the 9th inst., and is expected here on the 28th inst.  
THE CANADIAN MAIL.  
The C.P.R. Co.'s str. *Empress of India* left Vancouver, B.C. (via usual ports of call), on the 2nd inst. a.m.  
The C.P.R. Co.'s str. *Monteagle* left Vancouver, B.C. for Hongkong (via usual ports of call) on the 8th inst. a.m.  
THE ENGLISH MAIL.  
The P. & O. S. N. Co.'s str. *Arctica* left Singapore for this port on the 12th inst., at 9.30 a.m., with the outward English Mails, and is due here to-day at about noon.  
THE GERMAN MAIL.  
The I.G.M. str. *Buenos* carrying the German Mails with dates from Berlin of the 26th ultimo, left Colombo on the 12th inst. p.m., and may be expected here on or about the 25th inst.  
THE INDIAN MAIL.  
The Apear str. *Japan* from Calcutta left Singapore on the 13th inst. afternoon, and may be expected here on or about the 18th inst.  
MERCHANT STEAMERS.  
The Apear str. *Avon* from Shanghai left and Kobe left, Moji on the 10th inst. afternoon, and may be expected here to-day.  
The Ben Line str. *Benlog* from Leith, Middlebrook and London, left Singapore on the 11th inst. for this port.  
The str. *Bygg* from Portland is expected to arrive at this port on 23rd inst.  
The O.S.K. str. *St. Paul* left Tacoma for this port via Japan and Manila on the 22nd ultimo, and is due here on or about the 28th inst.  
The T.K.K. str. *Buyo Maru* sailed from Manzanillo for Hongkong on the 8th inst., and is due to arrive at Hongkong on or about the 29th prox.

## VESSELS PASSED THE CANAL.

July 11th—Himalaya, Epsom, Myrina, Oropack, Alesia, Vorwarts, 14th—Braemar, Kitch, Myrmidon, Penkhar, Sardinia, 18th—Benlog, Nile, Prinz Ludwig, Welsh, Prince, 21st—Idonene, Kano Maru, Polyphene, 25th—Glenesh, Laertes, 28th—Sunda, Indra, Rheinfels, August 1st—Antileus, Benvenne, Suez, Ceylon, Duere, Cuzco, 4th—Agamemnon, 12 Maru, Antenor, Austria, Calcutta, Duran, 18th—St. Patrick, Sthonia, York, 8th—Hitachi Maru, Suevia, 11th—Ping Suez, Slavonia, Thesus, Tranquebar, Delayed thro' Mutinias Vandalia.  
ARRIVALS AT HOME.  
Aug. 11th—Dumbca.

HONGKONG—BOSTON &amp; NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.  
(With Liberty to call at the Malabar Coast.)

"KATUNA" ... On or about 5th Sept.  
For freight and further information apply to—  
SHEWAN, TOMES & Co.,  
General Agents,  
Hongkong, 15th August, 1911. [1037]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	ROUTE.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE LOADED AT.
LONDON, &c. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORFOLKSHIRE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 23rd inst.
LONDON, ROTTERDAM & ANTWERP.	CARNARVENS	Brit. str.	—	H. L. D. nio	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOOTRA	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	About 6th Sept.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRIGAVIA	Ger. str.	k. w.	Girardot	HAMBURG-AMERICA LINE	On 24th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	PERUSSEN	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SILBIA	Ger. str.	k. w.	Rouss	HAMBURG-AMERICA LINE	On 22nd inst.
HAVRE, BREMEN & HAMBURG, &c.	AMBBIA	Ger. str.	k. w.	Feldmann	HAMBURG-AMERICA LINE	On 1st Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	REINFELS	Ger. str.	k. w.	Wausen	HAMBURG-AMERICA LINE	On 29th Sept.
COPENHAGEN & BALTIC PORTS.	YEDDO	Swed. str.	—	—	OLDF. WISE & Co., Ltd.	About 20th Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap. str.	—	B. Takeda	NIPPON YUSEN KAISHA	To-day, at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIBANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 30th inst. at 11 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ALBIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 15th Sept.
NAPLES GENOA ALGIERS, GIBRALTAR & SOUTHAMPTON.	KLEIST	Ger. str.	—	L. Maass	MELCHERS & Co.	On 23rd inst. at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	Tarabochia	SANDER, WIELE & Co.	On 28th inst. p.m.
NEW YORK	SIKH	Brit. str.	—	—	DODWELL & Co., Ltd.	About 15th inst.
NEW YORK VIA SUEZ CANAL.	INDRADEO	Brit. str.	—	W. H. Lee	JARDINE, MATHESON & Co., Ltd.	About 26th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL.	KATUNA	Am. str.	—	—	SHEWAN, TOMES & Co.	About 5th Sept.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	SOVERIG	Brit. str.	—	F. S. Cowley	THE BANK LINE, LIMITED	On 1st Sept.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 2nd Sept. at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 12th Sept. at Noon.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	PANAMA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 22nd inst. at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	SEATTLE MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 6th Sept. at 11 A.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	INABA MARU	Jap. str.	—	S. Tomioka	NIPPON YUSEN KAISHA	On 12th Sept. at 4 P.M.
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	H. S. Smith	TOYO KAISEN KAISHA	On 18th inst. at Noon.
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	SUBERIA	Am. str.	—	E. Street	PACIFIC MAIL S.S. Co.	On 25th inst. at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Brit. str.	—	Elvind Meyer	PACIFIC MAIL S.S. Co.	On 1st Sept. at 1 P.M.
PORTLAND VIA JAPAN.	RYGJA	Nor. str.	—	L. Dawson	PORTLAND & ASIATIC S.S. Co.	To-morrow, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	TAIYUAN	Brit. str.	1 m.	T. Sekine	NIPPON YUSEN KAISHA	On 1st Sept. at Noon.
AUSTRALIAN PORTS VIA MANILA.	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 1st Sept. at Noon.
AUSTRALIAN PORTS VIA MANILA.	YAWATA MARU	Jap. str.	—	Sommer	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
KOBE & YOKOHAMA.	KAMA MARU	Jap. str.	—	L. Klugkist	MELCHERS & Co.	About 22nd inst.
KOBE & YOKOHAMA.	COLENZ	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 30th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA.	NIKKO MARU	Jap. str.	—	H. Koops	JAYA-CHINA-JAPAN LINN	Quick dispatch
JAPAN.	TIJIKI	Dut. str.	—	S. Togo	TOYO KISEN KAISHA	On 22nd inst. at Noon.
MEXICAN, PERUVIAN & CHILEAN & JAPAN.	KIYO MARU	Jap. str.	—	—	GLIMAN & Co.	About 15th inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	BANON ABDOSSAN	Ger. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 25th inst. at 4 P.M.
TIENTSIN VIA TSINGTAU.	CHEONGSHING	Brit. str.	—	Hooker	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
WEIHAIWEI & TIENTSIN.	HUICHOW	Brit. str.	1 m.	S. Wildepence	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
SHANGHAI VIA SWATOW.	HANGANG	Brit. str.	—	J. Tennaka	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI & KOBE.	BOMBAY MARU	Jap. str.	—	S. Barham	BUTTERFIELD & SWIRE	On 19th inst. at M. Night
SHANGHAI.	ARCADIA	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
SHANGHAI.	YOHOU	Brit. str.	1 m.	J. B. Harris	MELCHERS & Co.	About 23rd inst.
SHANGHAI.	ANHU	Brit. str.	1 m.	Wm. Lloyd Jones	P. & O. S. N. Co.	About 24th inst.
SHANGHAI.	CHENAN	Brit. str.	1 m.	H. F. Jones	HAMBURG-AMERICA LINE	On 28th inst.
SHANGHAI TSINGTAU KOBE & YOKOHAMA.	BUELOW	Ger. str.	—	H. E. Evans, R.N.E.	OLDF. WISE & Co., Ltd.	About 5th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	SUNDA	Brit. str.	—	E. P. Martin, R.N.E.	JARDINE, MATHESON & Co., Ltd.	On 1st Sept. at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	REINFELS	Ger. str.	k. w.	Rooy	JAYA-CHINA-JAPAN LINN	Quick dispatch
SHANGHAI.	DEIFA	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 23rd inst. at 10 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	CANTON	Swed. str.	—	—	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	NAMANG	Brit. str.	—	J. S. Roach	DOUGLAS LARAKI & Co.	On 18th inst. at 2 P.M.
SHANGHAI.	TILANAP	Dut. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at 2 P.M.
ANPING VIA SWATOW & AMOY.	SOSHU MARU	Jap. str.	—	S. Crosby	SHEWAN, TOMES & Co.	On 22nd inst. at 4 P.M.
TAMBUK VIA SWATOW & AMOY.	DAIJIN MARU	Jap. str.	—	Sidford	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at 2 P.M.
FOOCHOW VIA SWATOW & AMOY.	CHOSHUN MARU	Jap. str.	—	Teask	SHEWAN, TOMES & Co.	On 30th inst. at 4 P.M.
SWATOW, AMOY & FOOCHOW.	HAITAN	Brit. str.	2 h.	M. G. Smith	BUTTERFIELD & SWIRE	On 22nd inst. at 8 A.M.
MANILA, CEBU & ILOILO.	FUENSANG	Brit. str.	—	H. Mathias	NIPPON YUSEN KAISHA	On 22nd inst.
MANILA, CEBU & ILOILO.	RUH	Am. str.	—	Van der Jalink	NIPPON YUSEN KAISHA	Quick dispatch
MANILA, CEBU & ILOILO.	KAIFONG	Brit. str.	1 m.	T. A. Mitchell	JAYA-CHINA-JAPAN LINN	On 19th inst. at Noon.
MANILA, CEBU & ILOILO.	LOONGSANG	Brit. str.	—	F. Semball	MELCHERS & Co.	On 19th inst. at Noon.
MANILA, CEBU & ILOILO.	ZAFIRO	Am. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	To-day, at 9 A.M.
HUIHOW & HAIPHONG.	SUNGKIANG	Brit. str.	1 m.	E. de Catalano	MELCHERS & Co.	On 19th inst. at Noon.
BOMBAY VIA SINGAPORE, & COLOMBO.	TOSA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at Noon.
BATA VIA, CHERIBON, SAMARANG, &c.	TILIWONG	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA.	FOOKSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at Noon.
KUDAT AND SANDAKAN.	BORNEO	Ger. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at Noon.
SANDAKAN.	MAUSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at Noon.
KWANG CHOW WANG & HAIPHONG.	SI-KIANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at Noon.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAYING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SAT., 2nd Sept.	"ALLEN LINE" FRIDAY, 29th Sept.
"MONTEAGLE" TUESDAY, 12th Sept.	"EMPRESS OF IRELAND" Fri., 20th Oct.
"EMPRESS OF JAPAN" SAT., 23rd Sept.	"ALLEN LINE" FRIDAY, 10th Nov.
"EMPRESS OF CHINA" SAT., 14th Oct.	"EMPRESS OF BRITAIN" Fri., 24th Nov.
"EMPRESS OF INDIA" SAT., 4th Nov.	
"MONTEAGLE" FRIDAY, 24th Nov.	

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.  
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest Wireless apparatus.  
Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10  
Intermediate (on Steamers) ... " 43 " 45.  
and 1st Class Railway ... " 243 " 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
R.M.S. "MONTEAGLE" & Co. Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya, opposite Blake Pier.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.	"KLEIST"	17,000	(Wednesday 23rd Aug. at 10 A.M.)
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA.	"BUELOW"	16,900	About 23rd Aug.
KOBE and YOKOHAMA.	"COLENZ"	6,750	About 22nd Aug.
KUDAT and SANDAKAN.	"BORNEO"	5,000	Middle of Aug.

All the Steamers of the European Line are fitted with Wireless Telegraphy.  
New System of Telefunken.

For Further Particulars, apply to—  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.  
Hongkong, 12th August, 1911.

## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 21st Aug. 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 30th Aug. 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co. [13]

## PORTLAND &amp; ASIATIC S.S. CO.

## IN CONNECTION WITH OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.  
(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"RYGJA"	3,828	Elvind Meyer	On 1st September.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to—  
FRED J. HALTON, AGENT. 49  
KING'S BUILDING, (Opposite Blake Pier).

## SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

## TAKOO DOCKYARD &amp; ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GRAVING DOCK 78' x 88' x 34' 6"  
Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.  
Dockyard Manager Mr. J. REID, can be seen between the hours of 11 a.m. and 12 Noon in the Dock Office.

## BUTTERFIELD &amp; SWIRE, HONGKONG, CHINA AND JAPAN.

## VESSELS ON THE BERTH

## REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST.  
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
S.S. "SIKH" ... On or about 16th August.  
For Freight and further information, apply to—  
TODWELL & Co., Ltd., Agents.  
Hongkong, 27th July, 1911. [868]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship.

"DEVANHA" carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 19th Aug., 1911, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOERA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Ton and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "OCEANA," due in London on the 1st Oct., 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—  
F. A. HEWETT, Superintendent.  
Hongkong, 9th August, 1911. [1]

## INDRA LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL (With Liberty to Call at the Malabar Coast).

## THE Steamship.

"INDRADEO," Capt. W. H. Lee, will be despatched as above about the 25th inst.

This Steamer has excellent accommodation for a limited number of First-Class Passengers and attention is directed to the moderate rate of Passage Money charged.

For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 5th August, 1911. [1002]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

## THE Company's Steamship.

"NIPPON," Capt. Tarabochia, will be despatched as above on MONDAY, 28th August, P.M.

This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to—  
SANDER, WIELE & Co., Agents.  
Hongkong, 26th July, 1911. [3]

## "SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship.

"CARNATHENSHIRE" Capt. R. L. Daniel, will be despatched as above on or about the 30th August.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer at Moderate Rates.

A Doctor and Stewards are carried, and all Cabins are fitted with Electric Fans.

For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 10th August, 1911. [1015]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. Barham	Daylight 17th Aug.	Freight and Passage.
	DELTA Capt. E. P. Martin	About 31st Aug.	Freight and Passage.
LONDON via Usual Ports	DEVANHA Capt. H. Powell	Noon 19th Aug.	See Special Advertisement
LONDON and ANTWERP	NORE	About 23rd Aug.	Freight and Passage.
via SINGAPORE, PORT NANG, COLOMBO, PORT SAID and MARSEILLES	DELTA Capt. G. J. Caldwell	About 6th Sept.	Freight only
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. H. G. Evans, R.N.R.	About 24th Aug.	Freight and Passage.

For Further Particulars apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 15th August, 1911.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YCHOOW"	On 17th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"TAIYUW"	On 18th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 19th Aug., 4 P.M.
MANILA, CEBU and LILLO	"KATONG"	On 22nd Aug., 4 P.M.
HOIHOW and HAIPHONG	"SUENKIANG"	On 22nd Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 24th Aug., 4 P.M.
WEIHAUWEL and TIENTSIN	"HUICHOW"	On 25th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation. A.K.A. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHU," and "LINTAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 16th August, 1911.

BUTTERFIELD & SWIRE,  
AGENTS.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Wed., 15th Aug., Noon.
SANDAKAN	"MAUSANG"	Saturday, 19th Aug., Noon.
MANILA	"YUENSANG"	Saturday, 19th Aug., 2 P.M.
MANILA	"CHEONGSANG"	Saturday, 26th Aug., 2 P.M.
TIENTSIN via TIENTSIN	"CHEONGSANG"	Saturday, 26th Aug., 4 P.M.
SINGAPORE, PENANG, COCHIN, CUTTACK, FOCKSANG	"FOCKSANG"	Thursday, 31st Aug., Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 1st Sept., Noon.

RETURN TOURS TO JAPAN,  
(OCCUPYING 24 DAYS).  
The Steamers "KUSANG," "NAMSANG" and "FOCKSANG" leave about every 3 weeks, for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chafoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Khat, Kahad, Dain, Simporna, Twao, Ukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.  
For Freight or Passage, apply to  
HONGKONG, 16th August, 1911.

JARDINE, MATHEWSON & Co., LTD.,  
GENERAL MANAGERS.

# HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	S.S. SILESIA	22nd Aug.
FOR ROTTERDAM & HAMBURG	S.S. BRISGAVIA	24th Aug.
FOR HAVRE, BREMEN & HAMBURG	S.S. AMBRIA	1st Sept.
FOR MARSEILLES, HAVRE & HAMBURG	S.S. ALESIA	15th Sept.
FOR ROTTERDAM & HAMBURG	S.S. PREUSSEN	22nd Sept.
FOR HAVRE, BREMEN & HAMBURG	S.S. RHEINFELS	29th Sept.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 16th August, 1911.

# DOUGLAS STEAMSHIP CO., LD HONGKONG-SOUTH CHINA COAST PORTS

FOR	STEAMERS	TO SAIL
SWATOW, AMOY AND FOCHOW	"HAIYAN"	FRIDAY, 18th Aug., at 1 P.M.

(Occupying 9 to 10 Days).

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 25 per cent. on the usual Rate to Fochow. Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—  
DOUGLAS, LAPEAUX & Co.,  
GENERAL MANAGERS.

Hongkong, 10th August, 1911.

# TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. SAN FRANCISCO LINE.

# THE SAN FRANCISCO SCENIC ROUTE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY  
The Twin Screw Steamer  
"NIPPON MARU" (CAPT. W. E. FILMER),  
Will be despatched from Hongkong on the 18th August Next, at Noon, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new and improved triple screw turbine steamer,  
"SHINYO MARU" (CAPT. H. S. SMITH),  
The latest addition to the Trans-Pacific Service, and sister ship of the  
S.S. "TENYO MARU" AND "CHIYO MARU."

This new turbine steamer is replete with every modern convenience - including a Palm Garden on the Bridge Deck - all staterooms are outside rooms.

SOUTH AMERICAN LINE.  
(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)  
The Only Regular Direct Service to MEXICAN, CHILEAN and PERUVIAN PORTS.

STEAMER	TONS	DATE OF SAILING.
KIYO-MARU	17,500	TUESDAY, 22nd August, at Noon.

THE S.S. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 22nd August, at Noon.

FARES FROM HONGKONG  
To LONDON ..... £71.10.0.  
and Return 6 Months ..... £120.0.0.  
To VALPARAISO ..... Yen 570.00.

Through Tickets to all Principal Points in U.S.A., Canada and Europe.  
SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.  
For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, AGENT,  
King's Building (Opposite Blake Pier).

# EST ASIATIQUE FRANCAIS MESSAGERIES MARITIMES, AGENTS.

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Wed., 15th Aug., Noon.
SANDAKAN	"MAUSANG"	Saturday, 19th Aug., Noon.
MANILA	"YUENSANG"	Saturday, 19th Aug., 2 P.M.
MANILA	"CHEONGSANG"	Saturday, 26th Aug., 2 P.M.
TIENTSIN via TIENTSIN	"CHEONGSANG"	Saturday, 26th Aug., 4 P.M.
SINGAPORE, PENANG, COCHIN, CUTTACK, FOCKSANG	"FOCKSANG"	Thursday, 31st Aug., Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 1st Sept., Noon.

RETURN TOURS TO JAPAN,  
(OCCUPYING 24 DAYS).  
The Steamers "KUSANG," "NAMSANG" and "FOCKSANG" leave about every 3 weeks, for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chafoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Khat, Kahad, Dain, Simporna, Twao, Ukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.  
For Freight or Passage, apply to  
HONGKONG, 16th August, 1911.

JARDINE, MATHEWSON & Co., LTD.,  
GENERAL MANAGERS.

# OSAKA SHOSEN KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration). TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED., 6th Sept., at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.
	"MEXICO MARU"	6,064	SATURDAY, 15th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stateroom Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
FOOCHOW via SWATOW and AMOY	"CHOSHUN-MARU"	WED., 16th Aug., at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 20th Aug., at 10 A.M.
ANPING via SWATOW and AMOY	"SOHU MARU"	WED., 23rd Aug., at 10 A.M.

During the month of August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of—  
1st CLASS \$45.50 2nd CLASS \$29.90.  
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building.  
S. HIROL,  
MANAGER

# U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

# SEMI-TROPICAL ROUTE. Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

STEAMERS	TONS	SAILING DATES
SIBERIA	18,000	SATURDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.

\* Twin Screws.  
All Steamers are Equipped with Wireless Telegraphy.  
THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 26th August, at 1 P.M.  
FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.  
To European Ports: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Those Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

# INTERMEDIATE SERVICE.

CHINA	10,200 Tons	FRIDAY, 1st Sept., at 1 P.M.
PERSIA	9,000 Tons	FRIDAY, 20th Oct., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.  
On the Fine MAIL Steamers, CHINA and PERSIA First Class.  
SALOON SERVICE is furnished at Intermediate Rates.  
FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.  
via New York " " £45.  
HONGKONG TO SAN FRANCISCO " " £25.  
Through Bills of Lading issued to Japan, North, Central and South American Ports.  
For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

# NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. B. Takada	7,000	WEDNESDAY, 16th Aug., at 5 P.M.
	HIBANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug., at Daylight.
	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 15th Sept., at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 9th Sept., from Kobe
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SINABA MARU Capt. S. Tominaga	7,000	TUESDAY, 12th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 1st Sept., at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. Sommer	9,000	THURSDAY, 17th Aug., at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Teranaka	5,000	WEDNESDAY, 16th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Tozawa	7,000	TUESDAY, 22nd Aug., at Noon.

† Calling at Djibouti.  
§ Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

# CHEAPEST SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.				
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.				
	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.  
Further Information apply to—  
T. KUSUMOTO, MANAGER.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.  
SHANGHAI: 2-3, FOOSHOW ROAD. YOKOHAMA: 32, WATER STREET.  
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.  
CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.



## "G R A E T Z."

METALLIC FILAMENT

LAMPS

Saving in current 70%



EHRICH &amp; GRAETZ,

BERLIN S. O. 30.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 11th August, 1911.

**BERLIN-GUBENER****HUTFABRIK ACT.-GES.****VORM. A. COHN GUBEN III.**

(GERMANY).

ESTABLISHED 1859.

Manufacturers and Exporters of all kinds of

**FELT AND WOOL HATS SOFT AND STIFF.**

DAILY PRODUCTION 20,000 HATS BY 3,500 WORKMEN.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 11th August, 1911.

# Hoehi

Extra Dry

Without American

Sole Representative for Hongkong and South China

Hugo C. A. Fromm, Hongkong.

Hongkong, 11th August, 1911.

## POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The *Arctica*, with the English Mail, left Singapore on Saturday, the 12th inst., at 9.30 a.m., and may be expected here to-day, at Noon. This packet brings parcel mails closed in London for despatch by the all sea route on the 12th July, and for despatch overland on the 19th July.

FOR	PER	DATE
Fort Bayard and Haiphong	Si-Kiang	Wednesday, 16th, 8.00 A.M.
Swatow, Amoy and Foochow	Choshun Maru	Wednesday, 16th, 9.00 A.M.
Singapore	Sagou	Wednesday, 16th, 9.00 A.M.
Bangkok	Haidis	Wednesday, 16th, 10.00 A.M.
Swatow	Sigat	Wednesday, 16th, 11.00 A.M.
Swatow and Shanghai	Huangyang	Wednesday, 16th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 16th, 1.15 P.M.
Singapore, Penang and Colombo	Iyo Maru	Wednesday, 16th, 4.00 P.M.
Shanghai	Arctica	Wednesday, 16th, 5.00 P.M.
Kobe and Yokohama	Kamo Maru	Wednesday, 16th, 5.00 P.M.
Pakhoi and Haiphong	Hanai	Thursday, 17th, 9.00 A.M.
Haiphong and Haiphong	Carl Dietrichsen	Thursday, 17th, 9.00 A.M.
Macao	Sui Tai	Thursday, 17th, 1.15 P.M.
Shanghai	Yokohama	Thursday, 17th, 3.00 P.M.
SHANGHAI, NAGASAKI, KUBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Nippon Maru	Friday, 18th, 3.00 P.M.
SIBERIAN MAIL TO EUROPE		
Swatow, Amoy and Foochow	Haitan	Friday, 18th, 11.00 A.M.
Macao	Sui Tai	Friday, 18th, 1.15 P.M.
Manila (Taking Mails for Cebu and Iloilo)	Taiyuan	Friday, 18th, 3.00 P.M.
Zamboanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle		
EUROPE, &c., INDIA VIA TUTICORIN		
(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel Mail will be closed on Friday, the 18th inst., at 5 P.M.		
Sandakan	Mausang	Saturday, 19th, 10.00 A.M.
Batavia, Cheribon, Samang and Sourabaya	Yusung	Saturday, 19th, 1.00 P.M.
Manila	Sui Tai	Saturday, 19th, 1.15 P.M.
(Taking Mails for Cebu and Iloilo)	Tykin	Saturday, 19th, 3.00 P.M.
Macao	Anhui	Saturday, 19th, 5.00 P.M.
Kobe	Rubi	Sunday, 20th, 6.00 P.M.
Shanghai	Sunghang	Sunday, 21st, 3.00 P.M.
Manila, Cebu and Iloilo	Panama Maru	Tuesday, 22nd, 10.00 A.M.
Zamboanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Kiyo Maru	Tuesday, 22nd, 11.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN	Albans	Tuesday, 22nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Shanghai	Kaifong	Tuesday, 22nd, 3.00 P.M.
Wohaiwei and Tientsin	Eleat	Wednesday, 23rd, 10.00 A.M.
		Printed Matter and Samples ... 10.00 A.M.
		Registration ... 9.30 A.M.
		(Registration with late fee of 10 cents up to 10.00 A.M.)
		No late fee ... 11.00 A.M.
		Letters ... 11.00 A.M.
		Registration, Kowloon ... 10.00 A.M.
		Letters ... 9.30 A.M.
		No late fee ... 11.00 A.M.
		Letters ... 11.00 A.M.
		Thursday, 24th, 3.00 P.M.
		Friday, 25th, 3.00 P.M.

## COMMERCIAL.

## EXCHANGE

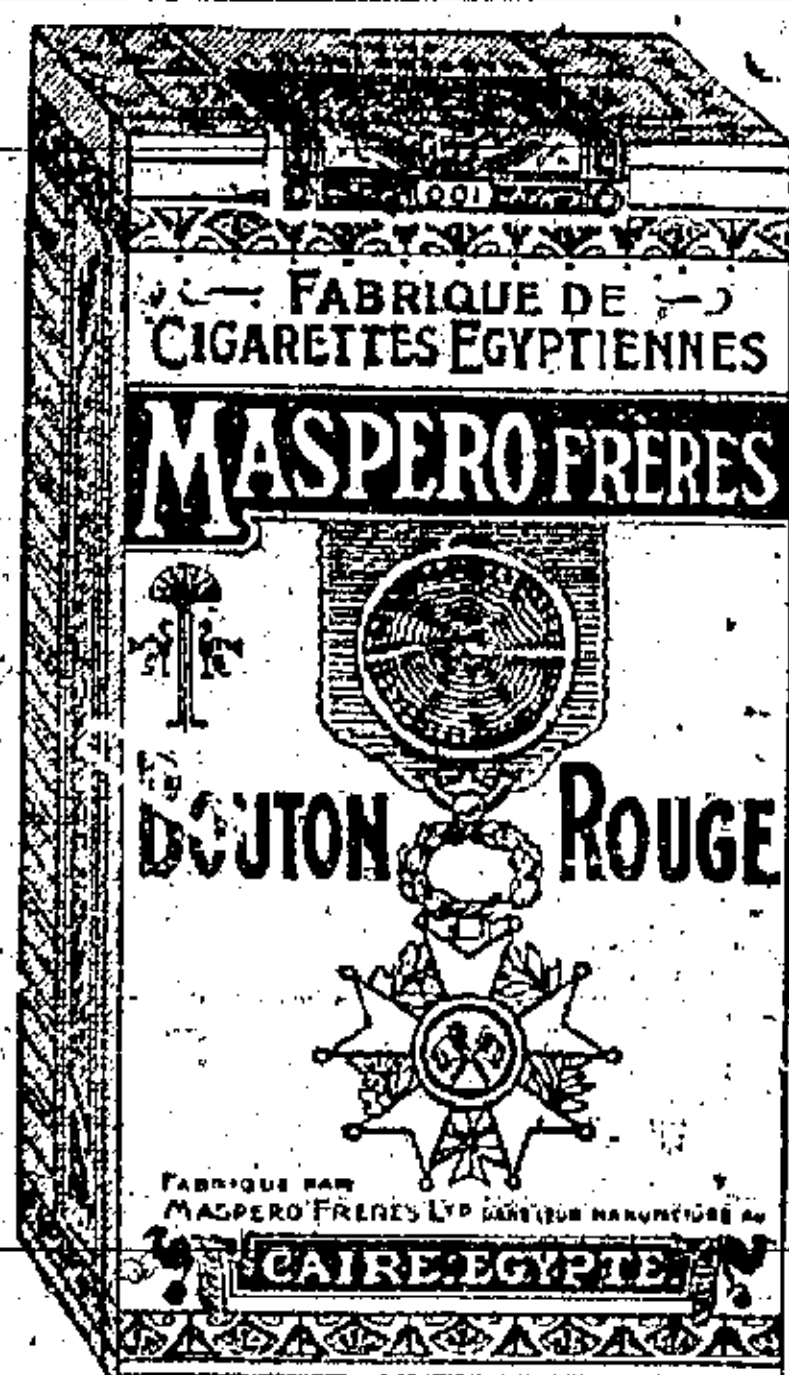
## CLOSING QUOTATIONS.

	August 15th.
ON LONDON:	
Telegraphic Transfer	1.94
Bank Bills, on demand	1.94
Bank Bills, at 30 days' sight	1.94
Bank Bills, at 4 months' sight	1.94
Credit, at 4 months' sight	1.94
Documentary Bills at 4 months' sight	1.94
ON PARIS:	
Bank Bills, on demand	225
Credit, at 4 months' sight	225
ON GERMANY:	
On demand	183
ON NEW YORK:	
Bank Bills, on demand	43
Credit, at 60 days' sight	44
ON BOMBAY:	
Telegraphic Transfer	1334
Bank, on demand	1334
ON CALCUTTA:	
Telegraphic Transfer	1334
Bank, on demand	1334
ON SHANGHAI:	
Bank, at sight	754
Private, 30 days' sight	76
ON YOKOHAMA:	
On demand	874
ON MANILA:	
On demand	874
ON SINGAPORE:	
On demand	1074
ON HONGKONG:	
On demand	14
ON SAIGON:	
On demand	844
ON BANGKOK:	
On demand	844
SOVEREIGNS, Bank's Buying Rate	\$11.15
GOLD LEAF, 100 fine, per tael	\$58.10
BANK SILVER, per oz.	244
SUBSIDIARY COINS:	
Chinese, 20 cents pieces	\$7.39 discount
Chinese, 10 " "	\$7.55
Hongkong, 20 " "	\$7.12
Hongkong, 10 " "	\$7.53

## THE CIGARETTES OF DISTINCTION

# Bouton Rouge

## and Felucca



A LUXURY TO  
THE MAN  
OF TASTE

IN 50's &amp; 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



## SHARE LIST—QUOTATIONS. HONGKONG, AUGUST 15th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$910, sales
China Borneo Company, Limited	60,000	\$12	all	\$237 10/
China Light and Power Company, Limited	50,000	\$5	all	\$14, sal. & bu.
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$84
<b>COTTON MILLS.</b>				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 80.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 40	all	Tls. 46.
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 40	all	Tls. 61.
Boy Choo Cotton Spinning Co., Limited	20,000	Tls. 40	all	Tls. 22.
Dairy Farm Company, Limited	40,000	Tls. 40	all	\$22, buyers
<b>DOCK AND WHARVES.</b>				
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$50, sales
New Amoy Dock Co., Limited	50,000	\$50	all	\$52, sales
Shanghai Dock and Engineering Co., Ltd.	10,000	\$63	all	\$8, sellers
Shanghai and Hongkong Wharf Co., Ltd.	55,700	Tls. 100	all	Tls. 50.
Green Island Cement Co., Limited	36,000	Tls. 100	all	Tls. 90
Hongkong and China Gas Co., Limited	400,000	\$10	all	\$3.90
Hongkong Electric Co., Limited	7,000	\$10	all	\$2.00
Hongkong Hotel Company, Limited	60,000	\$10	all	\$214
Maile Metropole Hotel Limited	12,000	\$50	all	\$116, x div.
Hongkong Ice Company, Limited	15,000	Pa. 10	all	\$724, x div.
Hongkong Rope Manufacturing Co., Limited	15,000	\$25	all	\$11
Hongkong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$180, sellers
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$210, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$124, sal. & bu.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 1674
Union Insurance Society, Limited	12,400	\$250	\$100	\$815, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$215, @ Ex 73, buyers
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$94
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$64, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$26, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 90
West Point Building Co., Limited	12,500	\$50	all	\$44
<b>MINING.</b>				
Societe Francaise des Charbonnages du Tonkin	16,000	Fr. 250	all	\$700.
Bamb Australian Gold Mining Co., Ltd.	230,000	\$1	all	\$2
Peak Tramways Co., Limited	25,000	\$10	all	\$12
Philippine Co., Limited	50,000	\$10	all	\$110, sales
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$139, buyers
Lunon Sugar Refining Co., Limited	7,000	\$100	all	\$143, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	50,000	\$25	all	\$10, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$19
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$29, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, L/don.
Shell Transport & Trading Co., Limited	60,000 def.	\$5	all	\$67, L/don.
Star Ferry Company, Limited	250,000	\$1	all	\$80, sellers
South China Morning Post, Limited	10,000	\$10	all	\$264, buyers
Steam Laundry Company, Limited	10,000	\$10	all	\$164
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4.30
Watkins, Limited	10,000	\$10	all	\$2, sal. & bu.
A. S. Watson & Co., Limited	90,000	\$10	all	\$6
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10.
Union Waterboat Co., Limited	100 fiders	\$10	all	\$300.
<b>RUBBER.</b>				
Para Rubber in London				4 1/2 per lb., quiet.
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

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MUTUAL STORES, Queen's Road Central.  
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DRAUGHT ALES & STOUTS

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TELEPHONE No. 135.

9.15 P.M.—Frank Filke Circus at the Victoria Skating Rink.

9.15 P.M.—The New Show at Causeway Bay.

## FORTHCOMING EVENTS.

Saturday, 19th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation at City Hall, Noon.

Monday, 21st August—Auction of Crown Land at May Road, by Public Works Dept., 5 P.M.

Saturday, 2nd Sept.—Grand Promenade Charity Concert on the Volunteer Parade Ground, 9.15 P.M.

## ON S. L.

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Malwa New	\$2,450/2,500 per plant
Malwa Old	\$2,500/2,550
Malwa Older	\$2,500/2,550
Malwa V. Old	\$2,700/2,800
Persian fine quality	\$1,300
Persian extra fine	\$2,300
Patna Old	\$2,750 per chest
Patna New	\$2,625
Banar New	\$2,625
Banar Old	\$2,575

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